

APPLICATION FOR FEDERAL ASSISTANCE		2. DATE SUBMITTED April 27, 2009	Applicant Identifier
1. TYPE OF SUBMISSION Application Non-Construction	3. DATE RECEIVED BY STATE		State Application Identifier
	4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier
5. APPLICANT INFORMATION			
Legal Name		Organizational Unit	
City of Asheville		Asheville Police Department	
Address 100 Court Plaza PO Box 7148 Asheville, North Carolina 28802-3508		Name and telephone number of the person to be contacted on matters involving this application Wood, Wade (828) 259-5885	
6. EMPLOYER IDENTIFICATION NUMBER (EIN) 56-6000224		7. TYPE OF APPLICANT Municipal	
8. TYPE OF APPLICATION New		9. NAME OF FEDERAL AGENCY Bureau of Justice Assistance	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 16.808 CFDA TITLE: 16.808 - Recovery Act Byrne Competitive		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT Improving Mobility/Stealth in Downtown Law Enforcement Project	
12. AREAS AFFECTED BY PROJECT City of Asheville, primarily the Central Business District			
13. PROPOSED PROJECT Start Date: September 01, 2009 End Date: September 01, 2011		14. CONGRESSIONAL DISTRICTS OF a. Applicant b. Project NC11	
15. ESTIMATED FUNDING		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
Federal	\$129,300	Program is not covered by E.O. 12372	
Applicant	\$0		
State	\$0		
Local	\$0		
Other	\$0		
Program Income	\$0	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?	
TOTAL	\$129,300	N	

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS REQUIRED.

Close Window

Recovery Act: Edward Byrne Memorial Competitive Grant Program CDFA #16.808

City of Asheville, NC

Requested Funds: \$129,300

Category I

Improving Mobility/Stealth in Downtown Law Enforcement Project

Abstract (Attachment 1)

Goals: The City of Asheville seeks to reduce and prevent violent crime in its urban core in order to preserve and create jobs; promote economic recovery; and stabilize the local government budget so as to maintain essential services. Asheville (pop. 78,000) is the region's largest city, the center of a metro area with 209,000 jobs, and a major service hub for North Carolina's westernmost 23 counties with a population of over 1.2 million. Over two million tourists and visitors come to the Asheville metro area each year. They are drawn by variety of attractions: the historic downtown; the nationally known Biltmore House; an extensive art community; and the rugged terrain including the most visited National Park in the country. Over 525,000 persons per year attend more than 200 scheduled outdoor events, the majority in the City's urban core. *The quality of the downtown life in Asheville's urban core directly impacts the City, the metro area, and ultimately Western North Carolina's jobs and economy.* Over the past decade, the continued concern by citizens, business community and judgment of law enforcement clearly indicates that *the largest factor impacting quality of life in the urban core is crime, particularly violent crime.* Increases in crime have been driven by factors such as unemployment, growth in the drug trade along the two intersecting Interstates, expansion in gang activity, and prostitution. In response, the City has developed a comprehensive, community-based policing approach guided by extensive data analysis to reduce/prevent crime as well as improving public satisfaction. A major step was the creation a dedicated Downtown Police Unit (DPU) in 2005; a downtown police substation to support the DPU will be completed in 2008.

Proposed Strategy: In order to further address violent crime, the City seeks to improve law enforcement mobility and stealth capability in the downtown's narrow, traffic-clogged streets. After research and trials, we have decided to deploy small, electric vehicles. This proposal seeks funding for 2 Segway scooters, 1 electric GEM car, 2 electric motorcycles, and 2 conventional vehicles (for transport, traffic, and high-risk response) in order to equip the DPU with the optimum vehicle configuration.

List of Key/Major Deliverables: The new vehicles will result in (1) improved mobility of law enforcement officers in the City's narrow streets and alleys and (2) a decreased audio profile that together will directly reduce and prevent violent crime. In addition, use of these vehicles will (3) decrease hours required for downtown patrol thus allowing those resources to be directed toward reducing/preventing violent crime in other areas. Ancillary benefits will include (4) providing a robust demonstration of electric vehicles used in the urban core for other law enforcement jurisdictions in Western North Carolina.

Coordination Plans: The DPU has been an integral component of City law enforcement since 2005 and works in close coordination with multiple law enforcement and related organizations representing the surrounding Buncombe County, the State of North Carolina, Federal agencies including the FBI and DEA, and task forces on gang activity, homeless, and prostitution.

Recovery Act: Edward Byrne Memorial Competitive Grant Program CDFA #16.808
City of Asheville, NC Requested Funds: \$129,300 Category I
Improving Mobility/Stealth in Downtown Law Enforcement Project
Narrative (Attachment 2)

Section 1. Statement of the Problem

Problem: Asheville's urban core is the showcase center of western North Carolina's largest city. Asheville—although only 78,000 in population—is the region's largest city and a major hub of business, medicine, law, banking, and other services for the region's 23 counties with a population of over 1.2 million. Tourists and visitors are drawn by attractions such as Asheville's historic, cultural downtown; the nationally known Biltmore House; an extensive art community; and the rugged terrain including the most visited National Park in the country. The downtown itself draws over 525,000 persons per year to attend more than 200 scheduled outdoor events. The combination of a vibrant service and tourist economy also has contributed to the growth of a broad-based creative economy including entrepreneurs ranging from fiber arts to cutting-edge meteorological science. The quality of life in Asheville's urban core impacts those drivers and thus jobs and the economy not only of the City and its metropolitan area but also of Western North Carolina as a whole. In turn, *the largest factor impacting the quality of life in Asheville's urban core is crime—particularly violent crime—based on years of input from law enforcement, citizens, business organizations, and relevant task forces.*

Supporting Information: Downtown Asheville's crime problems are aggravated by a variety of factors. The initial factor is the complex pattern of narrow streets from the 1800s set in a hilly location. The Asheville metro area draws over two million tourists per year and a large percentage visit or pass through the City's urban core. The City has a high concentration of employment (approximately 70,000 in the City and 205,000 in the metro area) with the consequent heavy use of services in the urban core. The downtown is also set next to a heavily

travelled Interstate by-pass (I-240). North Carolina's east-west corridor (I-40) passes through the City, as does I-26 coming from the South Carolina shore and going north to I-81 in Tennessee. Those factors are compounded by increases in unemployment; the development of a thriving Interstate-based drug trade; substantial increases in gang membership; a major rise in homelessness; and prostitution.

The impact of increased crime—and in particular violent crime—on the quality of life is reflected in public statements by the Downtown Business Association (the dominant voice of the business community) and the Downtown Residence Network (representing on a comprehensive basis those living in the urban core) and confirmed by a recent citizen satisfaction survey. In response, the City in recent years in 2005 created a Downtown Police Unit (described in detail further on), augmented law enforcement staffing in that unit, and will open a downtown police substation in 2008. This urban core policing effort is integrated into the City Police Department's comprehensive, community-based policing approach that is built on an evidence-based foundation provided by a Crime Analysis unit utilizing modern statistical and visualization tools.

Proposed Project: The City's law enforcement improvements resulted in a decrease of 15% in crime over the past four years and a drop in the past year of 31% in urban core violent crimes in the urban core compared with the previous three years. As a result of comprehensive, community-based policing efforts, the City's violent crime rate is now lower than roughly two-thirds of medium-sized North Carolina cities. However, the factors contributing to crime described above as well as the continued national economic problems require that increased efforts. *As a result, our next step is to improve the effectiveness of law enforcement in the downtown's narrow, traffic-clogged streets by increasing mobility and increasing stealth.* To do

so, the City has chosen an innovative approach just now coming into urban law enforcement use in the U.S.: small, electric vehicles such as Segways, electric motorcycles, and GEM cars.

Research conducted by the City this year identified very successful and highly rated electric vehicle programs such as in those at Eastern Kentucky University and Penn State University. We believe that those settings are the closest match to our urban core geography, large outdoor events, seasonal populations, and a wide range of cultural and economic diversity. The City also carried on trials of electric vehicles, using them on a daily basis in the urban core. Analysis of other jurisdictions as well as trials leads us to believe that *we can achieve a further 22% reduction in violent crime by using smaller, electric-power vehicles as the primary police vehicles in the urban core.*

This proposal seeks funding for 2 Segway i2 Police scooters, 1 GEM car, 2 Vectrix VX-1 electric motorcycles, and 2 conventional patrol vehicles. (The latter are required for use on a very limited basis to provide caged transport, traffic control such as street blockage, and high-risk response.) The electric vehicles can be refueled from standard power outlets such as power supplies for vendors at major events. A summary description is provided below:

Vectrix 2009 SV-1 Electric Motorcycle The VX-1 is a highway-capable electric motorcycle with a top speed of 62 MPH, a range of 35-65 miles, and a cost of about a penny a mile. The vehicle accelerates from 0-50 in 6.8 seconds. The small size, rapid acceleration, silent operation, and ability to carry equipment allows a far higher degree of mobility than a patrol car in the urban area while avoiding gasoline-powered vehicle problems such as weight, noise, and pollution.

Segway i2 Police The Segway provides a top speed of 12.5 MPH and a range of up to 24 miles. The Segway compliments the electric motorcycle by enabling rapid mobility in back alleys and between buildings as well as moving through narrow streets choked with vehicles and massive

numbers of pedestrians. The Segway also offers a height advantage; the officer is elevated by 8” and thus is both seen more easily as well as having a better vantage point.

GEM Electric Car The GEM electric vehicle provides four-passenger capability along with a small footprint for easy mobility in streets and on sidewalks. The GEM vehicles allow quick deployment throughout the urban area as well as providing shelter from the elements for officers on patrol. The range is up to 30 miles with a payload of 910 pounds offering an ability to deliver equipment and supplies in crowded urban situations.

Ability to Provide Rapid Response: The need for these vehicles is immediate. The personnel are already on staff and patrolling the urban core; the vehicles will be placed into service the day that they are accepted into the fleet. The time to bid and acquire these vehicles is less than 120 days from the date of award due to the fact that the City has already researched and provided trials for these vehicles. As a result, the project can be started and completed expeditiously and in a manner that maximizes job creation and economic benefits.

2. Program Design and Implementation

Downtown Patrol Unit (DPU) Description: The DPU was created to be a comprehensive, data-driven community-based policing approach using a community problem-solving framework. The DPU is a dedicated unit of officers who work closely as a team with residents, business owners and visitors in the unique downtown urban core of Asheville. The downtown area is geographically small (four-tenths of a square mile) but has a high population concentration due to the great volume of tourists and travelers as well as persons using the support services for the metro area and region such as the federal courthouse, regional banking institutions, major regional law firms, etc. Over 200 festivals, concerts, shows and outdoor activities each year

draw more than 525,000 persons into this very small area. As a result, the DPU personnel must both respond quickly to problems as well as act as ambassadors of the City of Asheville. The DPU is therefore set up to function as an independent group under the direction of an experienced Captain with a nominal strength of 12 individuals, with wide variation such as major festivals when up to the entire force is on duty. Data gathering, assessment, and reporting is carried out by the City's Crime Analysis unit headed by an individual with eight years of City crime data analysis experience. The DPU's structure and crime analysis support make the DPU an excellent venue for monitoring and evaluating the project's results.

Project Objectives: The decision to alter the vehicle composition for the DPU was based on the data compiled by the City regarding patrolling in downtown, the experience of long-serving members of law enforcement, research into recent developments in similar urban environments, and trials of the proposed electric vehicles. After careful analysis, the City believes that shifting to mostly electric-based vehicle configuration will result in achieving the following objectives: (1) improved mobility of law enforcement officers in the City's narrow streets and alleys and (2) a decreased audio profile thus directly reducing/preventing violent crime. In addition, this conversion will (3) decrease hours required for downtown patrol thus allowing those resources to be directed toward reducing/preventing violent crime in other areas. Ancillary benefits will include (4) providing a model demonstration of an alternative fuel downtown unit for other urban areas in western North Carolina.

Compliance with Recovery Act Goals: This project will have an immediate impact on jobs and the economy due to the rapid deployment of small electric vehicles that reduce/prevent violent crime thus enhancing quality of life. By doing so, we assist those most impacted by the recession in our region—the lower-paid workers who staff tourism, lodging, and hospitality businesses that

make up a major driver of our economy. In addition, the project will support the local government budget and thus help reduce the pressure for reductions in essential services or counterproductive local tax increases.

3. Capabilities and Competencies

Project Staff, Management Structure: The Project Manager will be Captain Wade Wood, head of the Police Department's Administrative Division. Capt. Wood has seven years of experience with the City Police Department including two years as head of the Administrative Division. Also staffing the team will be Lieutenant Rae Ferguson, head of the department's Research and Planning Unit for the past three years. She began work with the City in 1984 and has extensive patrol and administrative experience. Assisting her will be Ed Eads, head of the Crime Analysis Unit, who has worked for the past eight years in this position and is responsible for developing the City's crime analysis system.

Organizational Capability/Staff Competencies: The City presently operates over 700 vehicles (over 200 of them in law enforcement) and acquires an average of 15 new vehicles each year using the same bid and acquisition process as will be used for purchasing the vehicles proposed in this grant. The City has an established record of grant management using fiscal management practices that are consistent with the requirements for this grant.

4. Budget

Vehicles: The total amount of vehicle expenses is estimated at \$128,000 as shown below.

Vehicle	Model	Price	Number	Total
Segway Scooter	Segway i2-Police	\$5,000	2	\$10,000
Electric Motorcycle	Vectrix VX-1	\$10,000	2	\$20,000
Electric Vehicle	GEM Car	\$16,000	1	\$16,000

Police Patrol Car		\$41,000	2	\$82,000
			7	\$128,000

Travel Expenses: The budget includes \$1,300 for travel and accommodations to attend a DOJ grant meeting in Washington DC and one regional meeting.

5. Impact/Outcomes, Evaluation, Sustainment, and Description of the Applicant's Plan for the Collection of the Data Required for Performance Measures

Impact, Data Gathering, and Analysis:

Improved Mobility The estimated overall reduction in response time due to the new vehicles is 10% for the highest priority non-officer-initiated calls. However, of more significance is that the *response time will drop in half for roughly 20% of total calls*, based on data from trials of these new electric vehicles and the evaluation of experienced members of the Police Department. This quicker response time will improve public safety and the perception of public safety. (Response time for lower-priority calls is also expected to decrease although no specific estimate has been made.) The data regarding actual changes in response time will be gathered by the current incident-based reporting system used throughout City law enforcement. This information will be included in each quarterly grant report.

Decreased Audio Profile The electric vehicles have in effect no audio profile thus achieving this objective upon purchase. The consequences of this change are difficult to directly measure; the reporting system for this project will involve a qualitative assessment by experienced officers of arrests that might have not been made given conventional vehicles. This information will be included in each quarterly grant report.

Decreased Hours The increased mobility in the DPU will reduce the number of hours that forces from other areas of the City are required to be in downtown. This is estimated at three calls per week on a yearly average for an average of one hour per call, or a total of 156 hours each year. This data is already collected by the current Police Department reporting system. This information will be included in each quarterly grant report.

Model Demonstration Asheville is the regional leader in numerous areas including urban law enforcement as well as alternative fuel vehicles. Project results will be reported on an annual basis for each of the next three years to a quarterly meeting of Smokey Mountain Law Enforcement Association (SMLEA). The SMLEA includes virtually all law enforcement jurisdictions in Western North Carolina. In addition, the City will sponsor an Urban Policing Field Day on an annual basis for the next three years where we will share our experience, data, assessment, and reporting. Data regarding these activities including number of jurisdictions represented will be gathered in the work activities report of Project Team member Lieutenant Rae Ferguson, who will give those presentations and coordinate the Field Day. This information will be reported in relevant quarterly grant report.

Outcomes:

Reduction/Prevention of Violent Crime Measurement of crimes prevented is difficult; the primary measure for this outcome will be the reduction of violent crimes in Asheville's urban core. The City anticipates that violent crimes will decrease roughly 22% on a year-to-year comparison, representing a drop of about 12 violent crimes per year. Actual incidents are gathered as part of routine Crime Analysis unit reporting. A thorough statistical analysis of the changes in violent crime including discussion of possible confounding factors will be included in the quarterly grant

reports. A secondary consequence of the demonstrations provided by the City to other jurisdictions may well be adoption of electric vehicles. However, quantification of crime reduction or prevention in those jurisdictions at this point is not feasible.

Employment The City firmly believes that violent crimes in the urban core are a major factor in job creation/job loss for the City and the metro area; this grant proposal is predicated on that belief. Information about the number of businesses and employment in the urban core are available on an incremental basis, i.e. additions/subtractions from the business community as noted by business permits, etc. However, this type of data is insufficient to directly measure the degree to which violent crime impacts employment. As a result, the Police Department in the course of its community relationships with business and residential groups downtown will make note of job losses that are claimed to result as a consequence of the decreased quality of life related to violent crime and include this information in our quarterly grant reports.

Evaluation: The Asheville Police Department takes pride in its research, data collection, analysis, and reporting capabilities and certifies its willingness and capacity to participate in any evaluation by the National Institute of Justice or other group. While the City has not recently been awarded large federal grants with evaluations, the existing data management system—developed over the past decade—is sufficient to support evaluation of this project. The work required to meet the grant requirements or to take part in an evaluation will not represent a significant increase in workload due to comprehensiveness of the data management system and the capabilities and experience of the staff.

Sustainability: The present Downtown Police Unit is an established component of the Police Department with budget and personnel appropriate to sustain use of these new vehicles on an

ongoing basis. In fact, the estimated net effect of the introduction of electric vehicles will be a savings in fuel costs although the amount is too small to be included.

Collection of Recovery Act Performance Data:

Number of Jobs Retained/Created Acquiring accurate data regarding the changes in jobs that are directly attributable to violent crimes is difficult at best. As noted above under “Outcomes,” we will rely on our close relationship with the business community to follow changes in business employment and the degree to which they appear to be related to violent crime and include this information in our quarterly grant reports.

Essential Services This proposed project will increase the effectiveness of law enforcement in Asheville’s urban core, an essential service for the City, and thus lessen the risk of disruption.

Collaborative Partnerships Established Not applicable.

Percentage Increase in Database Inquiries Not applicable.

Percentage of Planned Initiatives Implemented Not applicable.

Training Completed Not applicable. No training is proposed.

Cost Savings The increased mobility in the DPU will reduce the number of hours that forces from other areas of the City are required to be in downtown. This is estimated at three calls per week on a yearly average for an average of one hour per call, or a total of 156 hours each year. The actual cost involved will be included in the quarterly reports.

Local Government Budget The project’s contribution to the support of the local government budget (\$129,300) will be reported as a part of the Police Department’s budget and the results included in the quarterly grant reports.

Recovery Act: Edward Byrne Memorial Competitive Grant Program CDFA #16.808
City of Asheville, NC Requested Funds: \$129,300 Category I
Improving Mobility/Stealth in Downtown Law Enforcement Project
Budget Worksheet (Attachment 3)

Complete the budget worksheet, with computations.
 (Note: Fields expand in size as data and text is entered.)

A. Personnel _____

Name	Computation	Cost
None.		

B. Fringe Benefits _____

Name	Computation (Rate)	Cost
None.		

C. Travel _____

Purpose	Location	Item	Computation	Cost
Grant Meeting	Washington DC	One person	Standard rates	\$800
Grant Meeting	In region	One person	Standard rates	\$500

D. Equipment _____

Vehicle	Model	Price	Number	Total
Segway Scooter	Segway i2-Police	\$5,000	2	\$10,000
Electric Motorcycle	Vectrix VX-1	\$10,000	2	\$20,000
Electric Vehicle	GEM Car	\$16,000	1	\$16,000
Police Patrol Car		\$41,000	2	\$82,000
			7	\$128,000

E. Supplies

None.

Supply Item	Computation	Cost
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None.

F. Construction

None.

Description	Computation	Cost
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Name	Service	Computation	Cost
<i>Contracts</i>			
Item	Cost		

H. Other None.

Description	Computation	Cost
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Total Direct Costs **\$129,300**

I. Indirect Costs

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Budget Summary Page

A. Personnel/Salary Costs	<u>\$ 0</u>
B. Fringe Benefits	<u>\$ 0</u>
C. Travel	<u>\$1,300</u>
D. Equipment	<u>\$128,000</u>
E. Supplies	<u>\$ 0</u>
F. Construction	Unallowable
G. Consultants/Contracts	<u>\$ 0</u>
H. Other	<u>\$ 0</u>
I. Indirect Costs	<u>\$ 0</u>
 TOTAL PROJECT COSTS	 <u>\$129,300</u>
 Federal Request	 <u>\$129,300</u>
 Applicant Funds, if any, to be applied to this project	 <u>\$</u>

Budget Narrative:

A. Personnel None.

B. Fringe Benefits None.

C. Travel: Funds for two trips by one individual, the Project Manager, are budgeted. One trip is to Washington DC by car for a one-day Department of Justice-sponsored grant meeting. The trip requires two overnight accommodations and car travel. A similar trip also is planned in the region for a second Department of Justice-sponsored grant meeting.

D. Equipment: Seven vehicles are requested. The vehicles include two conventional patrol cars and five electric vehicles.

E. Supplies None.

F. Construction None.

G. Consultants/Contracts None.

H. Other None.

I. Indirect Costs None.

Recovery Act: Edward Byrne Memorial Competitive Grant Program CDFA #16.808

City of Asheville, NC

Requested Funds: \$129,300

Category I

Improving Mobility/Stealth in Downtown Law Enforcement Project

Project Timeline and Position Descriptions (Attachment 4)

Goal	Objectives	Activity	Date	Responsible Person
The City of Asheville seeks to address the increasing level of violent crime in its urban core by adding five electric vehicles and two conventional vehicles to the Downtown Patrol Unit	(1) improve the mobility of law enforcement officers in the City's narrow streets and alleys; (2) decrease vehicular patrol audio profile; (3) decrease hours required for downtown patrol;	Deploy electric vehicles using customary vehicle bid, review, and acquisition process	120 days from date of award	Captain Wade Wood, Chief of Administrative Division, City of Asheville Police Department
	(4) provide an alternative fuel downtown unit demonstration for other urban areas in Western North Carolina.	Present to the fall quarterly meeting of the Smokey Mountain Law Enforcement Association	Fall of 2009, 2010, and 2011	Captain Wade Wood, Chief of Administrative Division, City of Asheville Police Department; Lt. Rae Ferguson, Unit Commander Planning and Research
		Hold an annual Urban Policing Field Day to share findings from the results of the grant	Fall of 2009, 2010, and 2011	Captain Wade Wood, Chief of Administrative Division, City of Asheville Police Department; Lt. Rae Ferguson, Unit Commander Planning and Research

WADE K. WOOD, PROJECT MANAGER

32 Fieldcrest Cr., Asheville, NC 28806
(828) 252-0811 wwood@ashevillenc.gov

Asheville Police Department

1992-Present

***Police Captain**

Administration Division Commander responsible for Departmental Budget, in addition to Career and Development Unit (Lieutenant and Staff) and the Planning and Research Unit (Lieutenant and Staff).

***Police Lieutenant**

January 2006-January 2007

Assigned to Patrol Special Services. Responsible for the operation of the Department's Crowd Control Team, Traffic Officers, K-9 Unit, Reserve Unit, Park Warden, Fleet Operations, etc. Department representative on the Special Event Task Force, Bele Chere Board of Directors, Asheville Merchants Holiday Parade Committee. Continue to coordinate security assignments for these and other large scale special events. Designated to serve in the capacity of Acting Patrol Commander in Patrol Captain's absence. Continue to work patrol as Watch Commander on periodic evening shifts, being responsible for patrol operations.

***Police Lieutenant**

April 2005-January 2006

Assigned as the Central District Commander. Responsible for the operation of the Central District. Supervised up to three Sergeants and twenty plus officers, ensuring that the needs of the community and officers were being addressed. Responsible for coordinating and scheduling Augment Officers to conduct foot patrols in the Central Business District. Departmental representative on the Special Events Task Force, Bele Chere Committee, etc. Responsible for patrol operations during numerous rotations as evening shift Watch Commander.

*** Police Sergeant**

December 2000-April 2005

Assigned to the North District. Responsible for conducting quarterly Performance Evaluations on 5-10 employees at various times. Responsible for time keeping functions within the district. Served as Acting District Commander on various occasions in the District Commander's absence. Served as the District Field Training Sergeant for over four years within the District. Conducted disciplinary actions and commendations as appropriate. Completed all courses required for Certification of Corporate University – Module One.

*** Police Sergeant**

August 2000-December 2000

Promoted to sergeant and transferred to the South District. Responsibilities included compiling officers' monthly reports and writing District Monthly and Quarterly Reports. Supervised 5-8 officers at any given time. Conducted quarterly Performance Evaluations on officers as scheduled.

*** Sr. Police Officer**

April 1999-August 2000

Assigned to 2nd Platoon as a patrol officer. Conducted regular patrols and assisted with departmental functions as appropriate. Selected by the Chief to attend NC State's Administrative Officers Management Program (AOMP) as a patrol officer, during the Summer Session of 2000.

*** Sr. Community Police Officer**

September 1994-April 1999

Selected to be one of two Community Policing Facilitators for the community policing team. Along with fellow team members we developed guidelines and procedures for this newly created position and re-directed team. The Police and Community Together Team (PACT) was formed and received new directives. As a facilitator I was responsible for meeting with patrol officers to develop and assist in any problem solving activities. I conducted numerous directed patrols aimed at addressing community issues from quality of life to illegal drug activities. I was tasked with writing and instructing sections of the Asheville Police Departments lesson plan on Community Oriented Policing and a second class on Community / Problem Oriented Policing. I assisted in developing and instructing Patrol Bicycle Tactics to other members of the department. I was involved in the establishment and / or set up of several of the Police Resource Centers throughout the City (Shiloh Rec. Center Office, Livingston Community/Police Center, Montford Resource Center, Oakley Resource Center, etc.). I conducted numerous

community events such as the Montford Easter-Egg Hunt/Picnic, Patton Ave. Cruise Ins, Operation Santa Clause in Hillcrest and Klondyke and various Kids' Bicycle Rodeos.

* Police Officer

1993-September 1994

Assigned to Permanent Evenings as an augmentive shift to other Patrol Platoons. I was responsible for maintaining log of training attended by all team-members.

* Police Officer Trainee

June 1992-1993

Completed BLET and assigned to A Squad for Field Training. Upon successful completion of Field Training I was assigned to patrol duties.

COMMENDATIONS/AWARDS:

- Nominated for Excellence in Public Service Team Award 1995-96
- International Police Planners Association Top Community Policing Award (1st Asheville and Community Police Day 1994-95)
- Employee of the Month various times throughout career.
- Numerous letters of commendations from citizens, city staff, and internally.
- Advanced Law Enforcement Certification
- Departmental Life Saving Award (1999)
- Departmental Award for Merit (1997 and 1998)
- Departmental Certificate of Appreciation (1996 and 1997)
- Departmental Purple Heart (1994)
- Departmental Citation (1992 and 1993)

EDUCATION AND TRAINING:

- Building Bridges
- NC State Administrative Officers Management Program (AOMP – summer 2000)
- IPM Hostage Negotiator Training Phase I
- Train the Trainer in Community Policing Certified (NC Justice Academy)
- General Instructor Certification
- Corporate University Module 1
- LX (Legacy of Excellence) Team, Facilitator and Management Team Certification
- B-Pad Rater
- UNC-Asheville (BA Sociology 1990)

MEMBERSHIPS:

- North Carolina Association of Crisis Negotiators (NCACN)
- The North Carolina Police Executives Association
- AOMP Alumni Association
- Fraternal Order of Police

LIEUTENANT RAE FERGUSON, PROJECT STAFF

Profile	Solid background in all aspects of law enforcement, management and leadership practices. Consistently receive performance appraisals in the outstanding category for 25 years. Strong skills in research, writing and application of concepts and principles. Excellent communication skills and ability to adapt to a particular group or audience.	
Education	MPA, Western Carolina University	2001
	BA Political Science, North Carolina State University	1979
Career History	Asheville Police Department, Asheville, North Carolina	1984 - Current
	Lieutenant	
	• Unit Commander, Planning and Research	2006 – Current
	Preparation of research and related staff reports for City Council and related entities	1997 – 2006
	• CALEA Accreditation Manager	1999 – 2006
	• District Commander	1991 - 1999
	• Hostage Negotiation Team Commander	
	• Hostage Negotiation Team, Team Leader	
	Sergeant	
	• Community Policing Team Supervisor	1994 – 1997
	• Patrol Supervisor	1992 - 1994
	Police Officer	1984 – 1992
	• Personnel and Training Unit	1987 - 1992
	Certified Instructor –North Carolina Criminal Justice Standards and Education Commission to include high liability certifications, Driving and Firearms	1986 – Current
	Conducted background investigations and prepared reports	
	Range Master	1987 – 1992
	Managed and supervised new cadets in Basic law Enforcement Training	1987 - 1992
	Conducted and prepared in service training classes and lesson plans	1987 – Current
	• Patrol Officer	1984 – 1987
	Field Training Officer	

ED EADS, PROJECT STAFF

Ed Eads has been the Crime Analyst for the City of Asheville Police Department since 2001. During his time with the City, he has been the primary staff person involved with restructuring and modernizing the data gathering, analysis, and reporting for the Police Department. His preparation for this position includes a BS in Business Administration with the minor in Statistics (Temple University) followed by a Masters in Curriculum and Instruction with a Mathematics minor from New Mexico Highlands University. His combination of statistical ability, thorough knowledge of the City's law enforcement activities, and ability (from his background in education) to help educate both members of the Department as well as others provides an invaluable resource.

\$129,300

Certifications (Attachment 5)
City of Asheville, NC Requested Funds: \$118,000 Category I
Improving Mobility/Stealth in Downtown Law Enforcement Project

Included below:

Certification as to Recovery Act Reporting Requirements

General Certification as to Requirements for Receipt of Funds for Infrastructure Investments

U.S. DEPARTMENT OF JUSTICE
OFFICE OF JUSTICE PROGRAMS

Recovery Act – Edward Byrne Memorial Competitive Grant Program

Certification as to Recovery Act Reporting Requirements

On behalf of the applicant entity named below, I certify the following to the Office of Justice Programs, U.S. Department of Justice:

I have personally read and reviewed the section entitled "Accountability and Transparency under the Recovery Act" in the program announcement for the Recovery Act grant program identified above. I have also read and reviewed section 1512(c) of the American Recovery and Reinvestment Act of 2009 (Public Law 111-5), concerning reporting requirements for grants. I agree that the applicant will comply with the reporting requirements set forth therein with respect to any grant the applicant may receive under the Recovery Act grant program identified above.

I acknowledge that a false statement in this certification may be subject to criminal prosecution, including under 18 U.S.C. § 1001. I also acknowledge that Office of Justice Program grants, including certifications provided in connection with such grants, are subject to review by the Office of Justice Programs, and/or by the Department of Justice's Office of the Inspector General.

I have authority to make this certification on behalf of the applicant entity (that is, the entity applying directly to the Office of Justice Programs).



Signature of Certifying Official

Gary W. Jackson

Printed Name of Certifying Official

City Manager

Title of Certifying Official

City of Asheville

Full Name of Applicant Entity

4/23/09

Date

U.S. DEPARTMENT OF JUSTICE
OFFICE OF JUSTICE PROGRAMS

Recovery Act – Edward Byrne Memorial Competitive Grant Program

General Certification as to Requirements for Receipt of Funds
for Infrastructure Investments

On behalf of the applicant state or unit of local government (including tribal government) named below, I certify the following to the Office of Justice Programs ("OJP"), U.S. Department of Justice:

I have personally read and reviewed the section entitled "Eligibility" in the program announcement for the Recovery Act grant program named above. I also have personally read and reviewed section 1511 of the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"), which requires a specific certification prior to receipt of Recovery Act funds for infrastructure investments.

Initial the statement that applies:

☒ The applicant identified below **does not intend to use** any portion of any funds received under this Recovery Act grant program for any infrastructure investment. Should this intention change, the applicant will promptly notify OJP, and (except to the extent, if any, that OJP has given prior written approval to expend funds to conduct the review and vetting required by law) will not draw down, obligate, or expend any funds received under this Recovery Act program for any infrastructure investment project until section 1511 of the Recovery Act has been satisfied, and an adequate project-specific certification has been executed, posted, and submitted to OJP.

☐ The applicant identified below **does intend to use** some or all of any funds received under this Recovery Act grant program for one or more infrastructure investment projects. Except to the extent, if any, that OJP has given prior written approval to expend funds to conduct the review and vetting required by law, I agree that the applicant entity will execute, post, and submit to OJP, prior to obligating, expending, or drawing down funds for such project, a project-specific certification that satisfies all of the requirements of section 1511 (including execution by the Governor, mayor, or other chief executive, as appropriate) for each such infrastructure investment project.

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U.S. DEPARTMENT OF JUSTICE
OFFICE OF JUSTICE PROGRAMS

General Certification as to Requirements for Receipt of Funds
for Infrastructure Investments

I acknowledge that a false statement in this certification may be subject to criminal prosecution, including under 18 U.S.C. § 1001. I also acknowledge that Office of Justice Program grants, including certifications provided in connection with such grants, are subject to review by the Office of Justice Programs and/or by the Department of Justice's Office of the Inspector General.

I have authority to make this certification on behalf of the applicant (that is, the governmental entity applying directly to the Office of Justice Programs).


Signature of Certifying Official

Gary W. Jackson
Printed Name of Certifying Official

City Manager
Title of Certifying Official

City of Asheville
Full Name of Applicant Government Entity

4/23/09
Date